



# Runway 15



*The Monthly Newsletter for EAA Chapter 1541, Lincoln, California*

**February 2017**

## *Briefing Strip*

- Chapter dues of \$20 (per calendar year) are now due for 2017. Members can pay using PayPal, with check or with cash. Dues are tax deductible since we are a 501[c]3. See Jim Hughes to pay your dues, or go to the chapter website to pay via PayPal.
- As has become the chapter tradition, the January and February chapter meetings are being held at Cattleman's Restaurant in Roseville. The February meeting will be on **Wednesday, February 15** at 18:00 with dinner available (but not required).
- Set aside the date for the March chapter meeting, to be held on **Wednesday, March 15**. The scheduled presenter will be Brian Shul, USAF combat and SR-71 pilot, and author. Meeting will be at Beermann's Beerwerks, 600 5th St., Lincoln.
- EAA Chapter 1541 will be providing volunteer support for the Lincoln AirFest to be held **Friday-Sunday, June 9-11**. Jim Hughes is coordinating our chapter volunteers. Ramp support and pancake breakfasts on Saturday and Sunday will be provided by the chapter.
- **Airport Tours:** Our very own Bruce Estes showed a couple of local residents around the airport and they were very impressed. In the interest of spreading awareness to the community about the airport, we're going to try and do this every month on the first Saturday, when we're at the hangar cooking breakfast anyway. We've set up a registration form, and you can access it at the chapter website.

## *Calendar*

- Wednesday, February 15:** Lincoln Airport Committee Meeting, 10:00 am in the First Floor Meeting Room at Lincoln City Hall, 600 6th Street, Lincoln.
- Wednesday, February 15:** EAA Chapter 1541 Member Meeting at Cattleman's Restaurant, Roseville; 18:30.
- Saturday, February 18:** Lincoln Airport Aircraft Display Day, 08:00-12:00.
- Sunday, February 26:** Rancho Murietta (RIU) Historic Aircraft Display Day, 09:00-13:00
- Wednesday, March 1:** Chapter 1541 Board of Directors meeting, Beermann's Beerwerks, 645 5th St., Lincoln. Dinner at 18:00; meeting at 18:30.
- Saturday, March 4 :** EAA Chapter 1541 Pancake Breakfast and a Movie, 08:00-10:00.
- Saturday, March 4:** Sutter County Airport (O52) Open Hangar Day.
- Wednesday, March 15:** EAA Chapter 1541 Member Meeting, Beermann's Beerwerks, Lincoln.
- Saturday, March 18:** Lincoln Airport Aircraft Display Day, 08:00-12:00.
- Friday-Sunday, June 9-11:** Lincoln AirFest at Lincoln Airport

*For the most up-to-date information, go to the website  
<http://eaa1541.org/>*

## *Newsletter Contributions*

Please help make this newsletter better by contributing stories and photos that might be of interest to other chapter members. Perhaps where you flew, what you are building, or what you know about something. A few short paragraphs and a photo or two of your project or travels would be a great contribution. I'll take care of the rest. Please email me (Scott Thompson) at [sthompson@aerovintage.com](mailto:sthompson@aerovintage.com) or call me at 916-716-3442.

## *Tidbit from the AIM*

### **2-1-10. Airport/Heliport Beacons**

**a.** Airport and heliport beacons have a vertical light distribution to make them most effective from one to ten degrees above the horizon; however, they can be seen well above and below this peak spread.

The beacon may be an omnidirectional capacitor-discharge device, or it may rotate at a constant speed which produces the visual effect of flashes at regular intervals. Flashes may be one or two colors alternately. The total number of flashes are:

1. 24 to 30 per minute for beacons marking airports, landmarks, and points on Federal airways.
2. 30 to 45 per minute for beacons marking heliports.

**b.** The colors and color combinations of beacons are:

1. White and Green- Lighted land airport.
2. \*Green alone- Lighted land airport.
3. White and Yellow- Lighted water airport.
4. \*Yellow alone- Lighted water airport.
5. Green, Yellow, and White- Lighted heliport.

NOTE-

\*Green alone or yellow alone is used only in connection with a white-and-green or white-and-yellow beacon display, respectively.

## *Chapter Information*

### **Meetings:**

Usually the third Wednesday of each month held at KLHM Hangar S-12. Details available at the website.

### **E-mail:**

[lincolneaa@hotmail.com](mailto:lincolneaa@hotmail.com)

### **Website:**

<http://eaa1541.org/>

### **Mailing address:**

EAA Chapter 1541, PO Box 1126, Lincoln, CA 95648

### **Chapter Hangar:**

Hangar S-12, Lincoln Airport

### **Chapter Officers**

President:

Ron Wright ([ronpw@hotmail.com](mailto:ronpw@hotmail.com))

Vice President:

Tony Kasabasich ([tonykasabasich@yahoo.com](mailto:tonykasabasich@yahoo.com))

Secretary/Treasurer:

Jim Hughes ([jim.hughes1@att.net](mailto:jim.hughes1@att.net))

### **Chapter Board of Directors:**

Bruce Estes

Tom Lieb

Bob Miller

Byron Maynard

Bruce Robinson

Dug Smith

Bill Wootton

### **Webmaster:**

Dug Smith

### **Newsletter:**

Scott Thompson (916-716-3442)  
([sthompson@aerovintage.com](mailto:sthompson@aerovintage.com))

### **Membership:**

Open to all. Chapter dues: \$20 per year.

# *President's Corner*

I scanned the internet today and found some of my favorite Aviation Quotes. There are hundreds more than I have listed below. Many of these you have heard but some might be new to you. Some of the following are a bit off color. I didn't write them just remember, some Navy and Air Force Pilots have a way of saying things that can be a bit colorful. Have fun and enjoy our aviation humor.

Ron Wright  
President  
EAA Chapter 1541

## ***On Basic Flying:***

- Try to stay in the middle of the air.
- Do not go near the edges of it.
- The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

## ***Things to Think About***

- It is far better to arrive late in this world than early in the next.
- You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
- Regarding engine power: Lots is good, more is better, and too much is just enough.
- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
- One peek is worth a thousand instrument cross-checks.
- Experience is a hard teacher. First comes the test, then the lesson.
- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere you brain didn't get to five minutes earlier.
- You know you've landed with the wheels up when it takes full power to taxi.
- A smooth touchdown in a simulator is as exciting as kissing your sister.
- If it's ugly, it's British; if it's weird, it's French; and if it's ugly and weird, it's Russian.
- New FAA motto: We're not happy, till you're not happy.

- A grease-job landing is 50 percent luck; two in a row are entirely luck; three in a row and someone's lying.
- There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

## ***The Greatest Lies in Aviation***

- I'm from the FAA and I'm here to help you.
- Me? I've never busted minimums.
- We will be on time, maybe even early.
- Pardon me, ma'am, I seem to have lost my jet keys.
- I have no interest in flying for the airlines.
- I fixed it right the first time, it must have failed for other reasons.
- All that turbulence spoiled my landing.
- I'm a member of the mile high club.
- I only need glasses for reading.
- I broke out right at minimums.
- The weather is gonna be alright; it's clearing to VFR.
- Don't worry about the weight and balance — it'll fly.
- If we get a little lower I think we'll see the lights.
- I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.
- We shipped the part yesterday.
- All you have to do is follow the book.
- This plane outperforms the book by 20 percent.
- We in aviation are overpaid, underworked and well respected.
- Oh sure, no problem, I've got over 2000 hours in that aircraft.
- I have 5000 hours total time, 3200 are actual instrument.
- No need to look that up, I've got it all memorized.
- Sure I can fly it — it has wings, doesn't it?
- We'll be home by lunchtime.
- Your plane will be ready by 2 o'clock.
- I'm always glad to see the FAA.
- We fly every day — we don't need recurrent training.
- It just came out of annual — how could anything be wrong?
- I thought YOU took care of that.
- I've got the field in sight.
- I've got the traffic in sight.
- Of course I know where we are.
- I'm SURE the gear was down.

# *The January Chapter Meeting*

*Text and Photo by Bruce Estes*

About 35 people attended our monthly membership meeting on January 18th at the Cattleman's Restaurant in Roseville. While it was raining and cold outside, it was warm and friendly at the meeting. President Ron Wright gave us an update. Our hangar fund is growing, and Ron has some great speakers lined up for future meetings. We will probably invite other chapters to our meetings to hear some of these speakers. Marty Maisel gave a great presentation on Billy Mitchell, a great advocate of military air power in the 1920s.



*(via USAF)*

## *Next Chapter Meeting on Wednesday, February 15th*

The February chapter meeting will be held on Wednesday, February 15, at the Cattleman's Restaurant in Roseville. Dinner is available as an option. Besides a short business meeting, a program will be presented by Sonya from CalStar, an air ambulance company. Calstar recently merged with Reach and others to become AirMedCare. They now serve 32 states. The chapter is still offered a group discount for membership with the cost of \$55 per household.



# ***SNUGGLE UP WITH ANOTHER RV (BUT DON'T TOUCH)***

***Text and Inset Photo by Bruce Estes  
Background photo: Richard Pearl***

I recently was invited by Richrd Bristow to ride along with him for a few flights in his RV-6 while he practiced formation flying with some of his RV owner buddies. This was capped off with a “flyover” to dedicate the opening of an athletic field in Lincoln. The flyover was requested by the City of Lincoln. Pretty cool stuff.

Formation flying is very disciplined, practiced, and all flights are briefed prior to the flight and debriefed after the flight. The basic formations and procedures date back to before World War II. Most of the communication for changing positions in the air is done by hand and head signals. Radio communication is kept to a minimum. More information on this can be found at several sites online. A pilot new to formation flying is not allowed to just join up and fly with others. He or she will have to study and learn the various procedures, then fly with a seasoned formation flying copilot, and then be allowed to fly with one other airplane (a two ship formation), and only then be allowed to participate in two ship formations without a copilot. All of this is as a wingman, placing your airplane in a very defined position off of the lead airplane. Next is flying as part of a four or more ship formation. Richard was lead pilot as part of a five ship formation when I rode along with him. Generally, your head is about 30 feet from the next pilot's head. The wingspan of an RV is either 23' or 26', depending on the model of RV. In other words,



you are CLOSE. One of the first things you notice is that even in very calm air, the airplanes are always moving around a little bit. The pilots are constantly moving the throttle and control stick to stay as close to their required position as possible. Then, throw in climbs, descents, turns away from you and into you, changing position in the formation to create a different formation, etc. As a wingman, you NEVER take your eyes off of the lead airplane that you are positioned off of. Lead watches where you are going, and you follow lead. You are a very busy pilot if you are flying in formation.

Charlie Rogers, one of our EAA Chapter 1541 members, flies a red and white RV-8. Charlie is new to formation flying, and says that this is the most intense, fun, flying that he has done. He is tired after a thirty minutes practice flight. Practice flights include formation take offs, join ups, break aways, lazy eights in formation, changing positions, etc.

I've included a few photos taken from the right seat of Richard's RV-6.

The camera perspective makes the airplanes appear further away than they actually are. It is very cool when you look around (which as a passenger I could do) and see several airplanes in perfect position around you, and watch everyone change position on cue.

# Member Spotlight

*Text and Photo by Bruce Estes*

If you have been to an EAA Chapter 1541 function where food is being prepared, you have seen **Dug Smith**. Dug always seems to be helping with the cooking. What you have not seen is all of the work that Dug does behind the scenes on other EAA projects. Dug keeps our website going, prepares flyers for events, helps with the mailing list, helps with hangar maintenance, is on the Board of Directors for EAA 1541, and is always assisting with an EAA project. Dug is everywhere that work needs to be done. Dug was awarded the EAA 1541 M.V.P award for 2016, which he obviously deserved.

Dug started flying in 1985 in England. In England, the Royal Air Force provides a few hundred scholarships each year to attend a flying school in order to learn to fly, before you'd join the service. So, at the age of 17, Dug met the RAF qualifications, passed a battery of tests, and went on to a civilian flying school to obtain his Private Pilot's License thru an accelerated and intense training program. Dug says that obtaining the license in England was similar to the process in the U.S. Dug was all set to become a pilot in the RAF when disaster struck. Dug was involved in a motorcycle crash that was not his fault, but severely injured the nerves in his right arm. Dug was no longer able to become a military pilot in the RAF.

Dug did not stop flying. Dug bought a microlight airplane and got approval from the CAA, which is the English equivalent of the FAA, to modify the airplane with a special throttle so Dug could fly with one hand. Dug compares the process of dealing with the CAA unfavorably to that of dealing with the FAA. Lots of government interference with little communication between government departments. Having moved to the US, he had first an ultralight, and then a Light Sport aircraft. Dug still flies his airplane out of Lincoln Airport.

Dug came to the U.S. in 1998. Dug explained that he can fly in the U.S. under his English pilot's

license, but to keep his license current, he has to keep his U.K. medical current. These are similar to the U.S. requirement except the medical has to be administered by a doctor licensed in England. To satisfy the requirement, it entailed a trip to Phoenix every time Dug needed a medical. Phoenix was the closest location that has a doctor licensed in England that could do the medical. Dug states the obvious that "this was a pain," So, Dug applied for and passed the test in the U.S. to obtain his Sport Pilot License, which does not require a medical.



Dug currently owns and flies a Flightstar IISL, powered by a 2 stroke Rotax. The empty weight is approximately 500 pounds, has a top speed of about 80 mph, and can carry Dug and one passenger. Dug says that this is fun, inexpensive, simple flying. It is cheap enough to operate that you don't need a reason to fly. He can just go out and have fun, which Dug does a lot of.

Dug makes his living by providing computer software support for his employer. Dug is fortunate in that he can work out of his house most of the time. So, if you are at one of our meetings, and you hear an English accent, say "Hi" to Dug. EAA 1541 is very lucky to have Dug as one of our members.



*Coming Soon to an Airport Near You*  
***Lincoln AirFest***  
*June 9-11, 2017*

Mark your calendars for the weekend of June 9-11 for the Lincoln AirFest. Expanding on the success of the event held in 2016, the 2017 AirFest include an airshow on Saturday that will feature numerous noted aerobatic performers and formation teams. Hot air balloons, powered parachute demonstrations, a USAF parachute team, and military aircraft flybys are scheduled. Also on the agenda is a STOL demonstration event to be held on Sunday (only) and dinner-dance to be held on Friday evening at an airport hangar.

The AirFest is being organized by the Lincoln Regional Airport Foundation in

cooperation with the city of Lincoln. A growing group of corporate and community sponsors have signed on to make the AirFest happen.

Besides the airshow, there will be a large static display of aircraft, food and drink vendors, and a variety of programs. This will be another opportunity to feature the Lincoln airport to the local community and the region at large. EAA Chapter 1541 will be supporting the event, as it did last year, with AirFest volunteer teams and pancake breakfasts to be held both Saturday and Sunday mornings. A great website is already up and running and can be found at <http://lincolnairfest.com>

## ***DONATIONS, DONATIONS, DONATIONS***

EAA Chapter 1541 has received almost \$10,000 in merchandise donations in the last twelve months. Some of these items are:

- A partially built Skybolt biplane kit
- Lexus automobile
- Plywood
- Coin operated soda dispenser
- 24' travel trailer
- Aviation instruments from donors that upgraded their panels
- Large flat screen TV

Most of these donations came from non-members. EAA 1541 received \$9,860 from selling these items. This money is specifically going into our hangar fund. So, if you have items or know of someone that has items that we can sell, please contact me. The donor gets a tax deduction and we get the opportunity to make more money for our hangar purchase. Please help. Thanks, Bruce Estes, 650 504-4464

# *A Brief History of the People Who Created the Light Aircraft Industry in the U.S.*

*by Martin Maisel*

*(photos used with appropriate permission)*

## *Part 4*

### *Clarence Gilbert Taylor & William Piper*

Clarence Gilbert Taylor was born in Rochester, New York in 1898 (according to his New York Times obituary, though some biographies state that he was born Nottingham, England, but grew up in Rochester). In 1911 Taylor was fascinated by the sight of Calbraith Perry Rodgers in his Wright EX on his historic flight across the United States. As a teenager he built his first (unsuccessful) airplane design in the attic of his home. He later learned mechanical and fabrication skills at various jobs and when working with his father and brother Gordon at the Tool, Die and Specialty Company in Rochester.

In 1926 Clarence and Gordon purchased a surplus Curtiss Jenny and embarked on a barnstorming venture. The brothers formed the Arrowing Company in 1927 and designed and built a two-seat, radial-engine powered, high-wing monoplane that they called the A-2 Chummy. The company slogan was "Buy Your Airplane Taylor Made". In 1928 the company was renamed the Taylor Brothers Aircraft Manufacturing Company.



*Taylor Brothers Arrowing A-2 Chummy, 1928  
(National Air and Space Museum, Photo  
Number NASM-9A01996)*



*Taylor Brothers Arrowing B-2 Chummy, 1928 (all-  
aero.com)*

Unfortunately, while demonstrating the Chummy at an exhibition in Detroit, Gordon was killed in a crash. In spite of that tragedy, Clarence decided to continue his work in aviation. However, the cost of the airplane was nearly \$4000 and the Chummy did not sell well. By late 1929 the company was rapidly sliding toward bankruptcy.

At that time, Clarence, known as "C. G." Taylor, had the good fortune to receive an attractive offer from the city of Bradford, Pennsylvania. Bradford was in an oil producing area, but the city leaders were seeking to diversify their industry base, in case the oil business would decline. The businessmen of Bradford offered a large facility to build airplanes and substantial investment capital to get the company back on its feet.

In 1930 C. G. Taylor embarked on the production of a two-seat tandem low-powered aircraft, with wings mounted high on the fuselage, an open cockpit, fabric-covered tubular steel fuselage and wooden wings. It was originally powered by a 20 horsepower Brownback "Tiger Kitten" engine. Since the young offspring of the tiger is called a cub, one of Taylor's employees was inspired to name the little airplane "The Cub". The severely underpowered engine was later replaced with a 40 horsepower engine that yielded adequate (but modest) performance. The re-engined airplane, designated the Taylor E-2 Cub, received a Type Certificate from the U.S. Department of Commerce for manufacture in June 1931.

But even with new and improved designs, the relocated Taylor Brothers Aircraft Manufacturing Company did not fare well. At the onset of the Great Depression the market for light aircraft did not exist and by 1931 the company was facing bankruptcy again. At that time, one of the local businessmen who promoted bringing the Taylor company to Bradford purchased the remaining assets of the company for \$761. That investor was 50 year-old oilman, **William T. "Bill" Piper**.

The company was reorganized as the Taylor Aircraft Company with Piper, having the controlling interest, as the secretary-treasurer. C. G. Taylor was retained as president and continued to lead the design and development of the Cub.

One of the most successful products of the Taylor Aircraft Company was the J-2 Cub, an upgrade of the E-2 with 550 rolling out of the factory in 1936 and deliveries continuing to increase in early 1937. However, things were about to change.

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*Taylor “Cub” Advertisement, Circa 1933 (National Air and Space Museum, Smithsonian Institution, Photo Number: NASM-9A06089)*

During a time when C. G. was ill and had to take a lengthy leave of absence, Piper instructed a young junior engineer, Walter Jamouneau, to modify the contours of the J-2. When Taylor returned to the company he became irate that his design was changed without his approval. Taylor fired Jamouneau for his indiscretion, but Piper, saying that Jamouneau was following his orders, hired him back.

After a series of clashes, the rift between Piper and Taylor led to C. G.’s departure from the company. Piper agreed to pay Taylor \$250 per month plus life insurance costs for a period of three years.



*Taylor Aircraft facilities, Bradford, PA, Circa 1936 (National Air and Space Museum, Smithsonian Institution, Photo Number SI-78-14172)*

In March 1937 a devastating fire destroyed the Bradford aircraft factory. William Piper was offered an empty former silk mill adjacent to an airport in Lock Haven, Pennsylvania and rapidly converted it into an aircraft factory. Along with the move, the company was renamed the Piper Aircraft Corporation, thereby removing all traces of the Taylor heritage.



*Bill Piper and Walter Jamouneau (Piper Aviation Museum)*

When production started again the factory turned out the Piper J-3. The basic design of the J-3 was Taylor’s, but the graceful and balanced lines of the aircraft can be credited to Jamouneau.

The J-3 and its variants were to play crucial roles as artillery spotters, liaison planes, or as primary trainers during World War II. By war’s end, 80% of all U.S. military pilots had received their initial flight training in Piper Cubs. With over 20,000 built, the J-3 would hold the fifth position in the list of the most produced general aviation aircraft.

Jamouneau stayed with Piper Aircraft throughout his career and was responsible for the design of many of Piper’s successful line of single- and twin-engine aircraft while serving as the company’s chief design engineer.

*William Piper and the J-3 Piper Cub (Piper Aviation Museum)*



Bill Piper, the oilman who foresaw the potential market for light aircraft as America was emerging from the Great Depression, learned to fly at the age of 60. He relinquished his presidency to his son in 1968 and died in 1970. He was enshrined in the National Aviation Hall of Fame in 1980.



*Piper J-3 Cub (Frank Schwichtenberg, in accordance with [https://en.wikipedia.org/wiki/GNU\\_Free\\_Documentation\\_License](https://en.wikipedia.org/wiki/GNU_Free_Documentation_License))*

When C. G. Taylor left Bill Piper and the Taylor Aircraft Company he vowed to build a new personal airplane superior to the Cub in all respects. Taylor formed his own company, Taylor Aviation, and initially set up shop in Lock Haven in a rent-free facility offered by the city to encourage new local industry. A year later he moved his operation to rented facilities at the Pittsburg-Butler Airport, where the first airplane of his new design was manufactured.

In July of 1936 aircraft production was moved to Alliance, Ohio. A new partner, William C. Young of Alliance, joined the business and it was renamed the Taylor-Young Airplane Company. With Young onboard the company was able to raise sufficient capital to begin aircraft production with the sale of over 35,000 shares of company stock to local citizens. After 1938 the company was again renamed as the Taylorcraft Aviation Corporation.

The initial product, the Taylor-Young Model A, became known as the Taylorcraft A. The general configuration of the A resembled the J-3 but provided side-by-side seating instead of the J-3's tandem arrangement. Piper threatened suit against Taylor allegedly for infringing his rights, but the case was not pursued since Taylor was producing a newly designed plane (that was actually his seventh new design).



*Taylorcraft L-2, military versions of the Taylorcraft DL (U.S. Army Air Force photo)*

*Taylorcraft A (Ron Dupas)*



Under Taylor's presidency Taylorcraft Corporation eventually grew to 750 employees producing eight planes a day and became one of the major industries of the city of Alliance. Over 600 of the Model A type were built by the end of 1938.

Taylor then introduced the Taylorcraft B series with upgraded powerplants. The Taylorcraft BC-12 was first sold in 1938 priced at \$1,495. The last version of that aircraft, the Taylorcraft-Ruckle F-22, rolled off the production line in 1991 with a list price of \$34,110.

While C. G. was capable of leading an aircraft design and manufacturing team, his company management was continuously beset by financial difficulties. As new executives joined the organization, Taylor's control and financial interests diminished. By the time he left in 1942, he owned only 13% of the company.

Following World War II demand decreased as many Piper, Taylorcraft and Aeronca light planes were offered to the public at cheap surplus prices. A fire in the Alliance Taylorcraft factory in 1946 put a halt to production and the company was placed in bankruptcy. Since that time Taylorcraft continued to operate intermittently under different ownerships with limited success.



*C.G. Taylor (Use by permission of Rodman Public Library and alliancememory.org)*

After C. G. Taylor withdrew from the company he worked as a consultant in the aircraft industry. He became coordinator for nine companies building Waco CG-4A Gliders during World War II, including the Gibson Refrigerator Company at Greenville, Michigan (where over 1,000 gliders were built) and the Ridgefield Manufacturing Company, in Ridgefield, New Jersey (where 156 were built).

The demand for light liaison and observation planes during World War II was met by the expansion of the Alliance facility in 1941. Over 2000 of the L-2 and O-2 models were delivered to the U.S. Army Air Force.

After the war Taylor was involved in several diversified ventures, but returned to Alliance in 1956 to again design and remodel small planes. But, in time that activity failed.

Clarence Gilbert Taylor died in 1988.



*A nice photo by Bruce Estes of Charlie Rogers flying his RV-8 in tight with Richard Bristow's RV-6 during a formation practice session in January, just one example of the many and diverse aviation activities undertaken by members of EAA Chapter 1541 on an ongoing basis.*